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HOFER  
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**FACSIMILE COVER SHEET**

Date: April 19, 2001

To: Examiner Sonja Callingham  
Fax No: 703-305-3597From: Helen A. Odar  
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Client No: 4865/49

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**COVER MESSAGE:**

In re Application of Lowell Bok et al.

Appln. No. 09/449,034

Filed: November 24, 1999

For: THREE RUN DISK BRAKE STACK AND METHOD OF ASSEMBLY

Group Art Unit: 3613

Paper: Further Response to Communication of March 27, 2001, Exhibits B and C

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I hereby certify that this correspondence is being telefaxed to  
Sonja Callingham at the U.S. Patent and Trademark Office,  
Washington, D.C., telefax number 703-305-3597 on  
April 19, 2001.

Helen A. Odar

Name of applicant, assignee or  
Registered Representative

*Helen A. Odar*  
Signature

Case No. 4865/49  
BFG No. 1990023A

**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE**

In re Application of:

Lowell Bok et al.

Serial No.: 09/449,034

Filed: November 24, 1999

For: THREE RUN DISK BRAKE STACK AND  
METHOD OF ASSEMBLY

Examiner: Melody M. Burch

Group Art Unit 3601

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**GROUP 3600**

**FURTHER RESPONSE TO COMMUNICATION OF MARCH 27, 2001**

Commissioner for Patents  
Washington, D.C. 20231  
Attn: Responses - NON-FEE

Dear Sir:

In accordance with the Patent Office's request of April 18, 2001, attached as Appendix  
B is a copy of the marked-up amendment made to the specification in the Amendment of  
April 21, 2001 and Appendix C a clean copy of that amendment.

Respectfully submitted,

*Helen A. Odar*

Helen A. Odar

Registration No. 32,806

Attorney for Applicants

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## APPENDIX B

In one preferred embodiment, composite friction brake disks having replaceable wear faces as described in U.S. Patent No. 5,779,006 are used in the brake stack. The disks described in this patent are preferably used in the instant invention since the disk configuration improves the dynamic stability against undesired vibration of the brakes during aircraft braking. If disks employing such a replaceable friction lining are used, the friction lining is preferably in the form of an annular ring of a size corresponding to the respective disk. The friction lining may be attached by any suitable means available. For example, the friction lining, if annular, may be attached by rivets or clips. As shown in FIG. 1, each stator friction lining 42 has a flat annular wear face or rubbing face adapted for engagement with the opposing wear face of an adjacent rotor lining 52. An alternative design such as described in U.S. Patent No. 5,779,006 could be used where the friction lining does not directly engage the drive keys of the wheel or splines of the torque tube so that the friction lining need not have the structural strength required of conventional disks formed entirely of carbon material.

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APPENDIX C

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2 ( In one preferred embodiment, composite friction brake disks having replaceable wear faces as described in U.S. Patent No. 5,779,006 are used in the brake stack. The disks described in this patent are preferably used in the instant invention since the disk configuration improves the dynamic stability against undesired vibration of the brakes during aircraft braking. If disks employing such a replaceable friction lining are used, the friction lining is preferably in the form of an annular ring of a size corresponding to the respective disk. The friction lining may be attached by any suitable means available. For example, the friction lining, if annular, may be attached by rivets or clips. As shown in FIG. 1, each stator friction lining 42 has a flat annular wear face or rubbing face adapted for engagement with the opposing wear face of an adjacent rotor lining 52. An alternative design such as described in U.S. Patent No. 5,779,006 could be used where the friction lining does not directly engage the drive keys of the wheel or splines of the torque tube so that the friction lining need not have the structural strength required of conventional disks formed entirely of carbon material.

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